



# **Southern Sporting Motor Cycle Club**

# **CONTACT**

September

2019

# Table of Contents

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|   |    |
|---|----|
| Table of Contents .....   | 2  |
| Your Committee .....  | 3  |
| Dates for your diary .....  | 3  |
| Editor's Comments.....  | 4  |
| May He Rest In Peace.....   | 5  |
| Classic TT hero Anstey: 'Four months ago, I couldn't walk' .....      | 6  |
| 2019 Classic TT: 'Standing on the top step is unreal' - Johnson ..... | 8  |
| 2019 Manx GP: Hind doubles up with second Lightweight win .....       | 9  |
| 2019 Manx GP: Manxman Harrison wins dramatic Junior .....             | 11 |
| What Happens When You Get Foreign Speeding Tickets?.....              | 13 |
| Green Lane Rules For Motorbikes .....                                 | 15 |
| Dan Linfoot & His Dad .....   | 18 |
| The Speed Triple At 25 .....  | 23 |
| Break Time .....  | 27 |
| Gem Tells Drivers To Expect Bikes At Junctions.....                   | 28 |
| Peter Fonda, 1940-2019.....   | 30 |
| Are We Being Ripped Off At The Pump? .....                            | 34 |
| Mobile Speed Cameras .....  | 35 |
| New long-range speed camera gets drivers' support .....               | 38 |
| Record-breaking globetrotter Henry Crew has bike stolen.....          | 39 |
| How To Filter More Safely.....  | 41 |
| Videos To Help Learner Drivers Improve Their Motorcycle Awareness ..  | 44 |
| The Dream .....   | 46 |
| Regular venues.....   | 47 |
| September/ October Events-Not Club runs but may be of interest .....  | 48 |
| Breaktime Answers: .....  | 54 |

## Your Committee

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|                                 |   |
|---------------------------------|---|
| President.....                  | John Mason                                |
| Vice President.....             | Ian Slater, Mick Wallace, Richard Barnett |
| Chairman.....                   | Christian Gorth                           |
| Club Secretary.....             | Ian Slater                                |
| PRO.....                        | Steve Pearce                              |
| Training Scheme.....            | Chris Booker                              |
| Club Captain.....               | Mick Wallace                              |
| Social Secretary.....           | Heather Wallace                           |
| Editor.....                     | Sharon Roberts                            |
| Auditor - Club                  |   |
| Auditor - Training Scheme ..... | Rob Wood                                  |
| Centre Board Delegate (2)       |   |
| Star Group Delegate (2)         |   |
| BMF Liaison Officer .....       | Ian Slater                                |
| Minutes Secretary .....         | Heather Wallace                           |

## Dates for your diary

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|                             |   |
|-----------------------------|---|
| <b>16<sup>th</sup> Sept</b> | Committee Meeting at , Shepperton, Middx TW17 0AL |
| <b>21<sup>st</sup> Sept</b> | Curry Night (or similar)                          |
| <b>3<sup>rd</sup> Nov</b>   | Brighton Veteran Car Rally                        |
| <b>12<sup>th</sup> Nov</b>  | Bowling-Airport Bowl                              |
| <b>22<sup>nd</sup> Nov</b>  | Motorcycle Live: NEC Birmingham                   |

# Editor's Comments

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Welcome to your September issue of Contact.

The nights are drawing in and the weather is a little fresher but I'm thoroughly enjoying my new bike. It's so much fun in so many different ways!

There was no Committee meeting this month, so nothing to report but we do still have lots of other articles to read. Your PRO, Steve P is asking for photos you have taken either on club runs or just as members and friends meeting up for a run or trip away. He would like to update the gallery on the club website to show what the club and members get up to. Please make sure you have the permission from anyone in the photos and please give a brief description of where it was taken. You can email them to [ssmccbikeclub@gmail.com](mailto:ssmccbikeclub@gmail.com)

The caption competition seems to have run its course so I have introduced something new. Check out page 27

Yet more sad news from the Ilse of Man with the death of another motorcycle rider. Page 5 has a short tribute to Chris Swallow. Better news from the Classic TT with a stories of a couple of Classic winners and a couple of Manx GP.

Some of you may have been on holiday, let's hope you rode safely and sensibly and didn't get any nasty surprises when you got home! If you've ridden in Europe, what are the chances that you will receive a ticket? See the article on page 13 for useful information.

Triumph celebrates 25 years of the speed triple and Visordown has looked at the model and how it has evolved over the years, some good changes and some not so good.

An article about Superbike racer Dan Linfoot and his dad is on page 18.

The DVSA have decided to introduce videos to new learners to help them improve their awareness of motorcyclists, not a bad thing in my opinion and about time, and there are tips on how to filter safely.

Finally, the WRWR seem to be on target and have conquered Australia!



## May He Rest In Peace

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New Zealand racer Chris Swallow was killed on Saturday, August 24, 2019 at the Senior Classic TT race on the Isle of Man. He was 37 years old and had been participating in race events at the IOM since 2007. In his life outside of racing, he was a beloved teacher who will be missed by his students, as well as all the other people who knew him in life.

Chris Swallow's father, Bill, was also participating in the Classic TT over the weekend—but in another division. In addition to his dad, Chris leaves behind a wife and children. The crash happened on the opening lap of the race, after which it was immediately red-flagged and restarted later, according to the Belfast Telegraph.

Family friends back home in New Zealand have set up a Givealittle page (similar to GoFundMe in the US) to help cover funeral and travel expenses for the family in the wake of their loss.

Friend and running partner Laurence Pidcock described Swallow to Stuff as a person who “was motivated to take people out of their comfort zones and their conditioning about what 'right' and 'normal' is and give them a glimmer of what could be.” The school where he taught heard about his death in an assembly, and both staff and students were shocked and saddened at their loss, as he'd taught there since 2012.

The Manx Motor Cycle Club issued the following statement, “The Manx Motor Cycle Club regrets to confirm that Chris Swallow, 37, from Wellington, New Zealand died today following an accident during the Classic TT Races on the Isle of Man. The incident occurred at Ballaugh Bridge during the Senior Classic TT Race.”

“Chris was an experienced competitor. He made his debut in the 2007 Manx Grand Prix and was a regular competitor in the Classic TT Races. He achieved two runner-up places in the 2012 Classic Manx Grand Prix—the 350cc and 500cc Races—and was fourth in last year's Senior Classic TT Race.”

“The Manx Motor Cycle Club wishes to pass on their deepest sympathy to Chris's family including his father Bill and his wife Jen and children.”

We here at RideApart wish to extend our deepest condolences to Swallow's family and friends.

Sources: BBC, IOM TT Races, Radio New Zealand, Stuff

## Classic TT hero Anstey: 'Four months ago, I couldn't walk'

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Applause which greeted Giacomo Agostini and Carl Fogarty at Sunday's RST Classic TT Heroes dinner matched their status as racing legends. But it was a 50-year-old New Zealander who brought guests to their feet as his name was announced.

Bruce Anstey's feat in winning Saturday's Classic Lightweight TT was not only being acknowledged as being a great ride, beating competitors half his age, but an historic moment when he took on his great enemy, cancer, and came out on top.

The week before practice, Anstey had been in hospital receiving yet another session of chemotherapy. A scan had given him good news and he set off for the Isle of Man to take on another great challenge, the TT course.

Battling cancer is nothing new for Anstey. His first bout was a quarter of a century ago, it was cleared up and everything was well. Two years ago the monster, always lurking in the shadows, returned. But this man, probably next to Joey Dunlop the greatest road racer we have seen, never gave up although he had to call a halt to his racing career, in his mind a temporary one.

Saturday's victory has been called a miracle. Not so. It is the result of incredible will power and determination. But what else is there that drives him on?

"I just love riding motorbikes. That's the bottom line. I just wanted to get back on a motorbike again. Four months ago I could hardly walk but I just set a goal to come here and race the 250. I worked away as hard as I could to get my fitness back," said Anstey, speaking to [bikesportnews.com](http://bikesportnews.com).

"My present condition started two years ago although it started 25 years ago. It shouldn't have come back but it did and confused all the doctors. I had chemotherapy all last year. Then I had to have another operation at the start of this year, removing lymph nodes from my chest. A year ago, in the middle of all his trauma, Anstey made a return visit to the Island to ride the 500 Yamaha on a demo lap. His pace surprised everyone but at the end he almost had to be lifted from the machine.

“Was I knackered? Yes I was. And last week I was in hospital having chemotherapy and I just flew straight over to the island and had a ride round. I think that was the best therapy I could have had.

“At the moment I am all finished with that. They have given me the all clear but they’re going to keep a real close eye on me. I’m on a new diet, trying to keep away from sugar and carbs. I’ve dropped the weight from my usual 75kg to somewhere around 70kg so I am fit and healthy.”

And what was his state of mind at this terrible time? Didn’t he ever think that he’d never ride again?

That single-mindedness and determination has always been a hallmark of a rider who only performs a few times a year. It amazes every road racing fan and his competitors. How does he do it?

“I know. I’m surprised myself actually. I haven’t raced for two years. I jumped on the bike last Monday night and my second lap was 116mph. It just clicked and felt like I hadn’t been off the bike at all.”

New Zealander’s are known as a gritty bunch. Anstey started racing over there but in 1978 the family came to the UK, his mother returning to her homeland. His brother now lives near Glasgow.

“I’d always wanted to go racing over here, especially road racing. My first ever race in New Zealand was a street race at Whanganui but the goal was always to race at the Isle of Man. And it just seemed to click with me.”

And after this, what next? “I said I’d come over and see how it would go. I wanted to win a TT at 50 and now I have, not the TT but the Classic. I think Annie doesn’t really want me to carry on.

“I think she’s happy for me to do the Classic but not the TT. It depends on a number of things including my health. We’ll have a good think about it. But if I stop racing I’ll have to get a job. I don’t really want to do that.

“The support I’ve had from the Padgetts has been fantastic. It gave me hope, which I needed, when Clive said I could have a bike anytime I wanted to race again, and there was no pressure. He told me that if I wanted to come in after a couple of laps or I wasn’t comfortable just pack it and we’ll have a beer. I like that.”



<https://www.bikesportnews.com>

## 2019 Classic TT: 'Standing on the top step is unreal' - Johnson

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**Nine years since he made his debut at the Isle of Man TT races, David Johnson was delighted to have finally won his first race on the Mountain Course when he claimed victory in Monday's Superbike Classic TT race.**

Second quickest in practice on the Alasdair Cowan Racing/Robert Burns Kawasaki to Michael Dunlop, Johnson went head to head with the Ulsterman throughout the four lap race – just as he had done in the Superstock TT race earlier this year – but came out on top when the Suzuki's battery went flat at Hillberry two miles from home.

"I put everything into the last lap as I knew Michael had a bit of an edge over me and it was very hard work, but we got the job done," Johnson said afterwards. "We didn't have the best of practice weeks as we lost a lot of track time but I managed a 125mph lap in the last session and the bike worked a dream."

Johnson trailed Dunlop by just 1.9s at the end of the first lap and although the Australian lost a bit more ground on lap two, a superior pit stop enabled him to be back in front by the time they reached Glen Helen third time around.

It was only on the final lap that Dunlop pulled away and he held a lead of more than ten seconds at the Bungalow only to come to a stop at Hillberry. Johnson eventually took the win from Derek Sheils by more than 40 seconds.

*Michael had a bit more pace than me during the race but we pushed him all the way and one of the biggest battles on the big bikes is getting them to the finish. When I saw him stopped at the edge of the road, I lost the plot a bit and whilst the Superstock podium meant a lot to me, to win and stand on the top step is unreal."*

<https://www.bikesportnews.com>

## 2019 Manx GP: Hind doubles up with second Lightweight win

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**James Hind followed up on last night's Lightweight MGP victory with another win at the Manx Grand Prix, only a year after making his Mountain Course debut, in today's second Manx Grand Prix Supporters Club Lightweight race.**

The 19 year old from Market Rasen - fast becoming one of the rising stars of road racing - also finished third in the Dunlop Lightweight Classic TT Race that took place earlier in the week.

After Clerk of the Course Gary Thompson's unprecedented decision to move the final Manx Grand Prix Races a day forward due to Friday's poor weather forecast, the Manx Grand Prix Supporters Club Lightweight and Ultra Lightweight Race, reduced to three laps with a compulsory pit stop on lap 2, got underway on time at 12 noon.

Francesco Curinga, riding the Bemar Racing Team Paton, who finished runner up in last night's Lightweight MGP Race 1, was first away following Andrew Farrell's withdrawal. The Italian, as he had in last night's race, led by two seconds on the opening sector but by Ballaugh, Hind had moved to the head of the field.

Dave Butler held third but behind him there was an outstanding performance from newcomer Andrea Majola, riding a Paton, who was fourth at Glen Helen but the Italian had dropped to fifth behind Michael Rees at Ballaugh. Majola was the fastest Newcomer B qualifier for the Newcomers Race but was forced to retire out of Tuesday's race when leading.

Hind maintained a five second lead over the Mountain section and his opening lap of 115.54mph gave him a 3.5 second lead over second placed man Curinga (114.695mph). Dave Butler (113.57mph) was well positioned in third – over thirty seconds ahead of fourth placed man Majola (110.52mph) but already 15 seconds down on the race leader with Michael Rees (110.42mph) completing the top five.

Curinga further reduced the deficit to race leader Hind to only 2 seconds by Glen Helen on the second lap but, as he had on the opening lap, Hind again stretched his lead after the first sector of the course, increasing his lead to 8 seconds by Ballaugh.

Coming into the pits for the compulsory stop at the end of the second lap, Hind held a 13.4 second lead over Curinga but dropped almost nine seconds in the pits which left Curinga only 4 seconds behind the race leader leaving the Grandstand which was down to only two tenths of a second by Glen Helen on the final lap.

However the race for the win followed the pattern of the first two laps with Hind extending his lead to over six seconds by Ballaugh and Hind came home to win with a final lap of 111.848mph, 11 seconds ahead of Curinga with Butler securing the final podium place 25 seconds further back, which meant it was the same podium as last night's MGP Lightweight Race 1. Majola held on for fourth with Michael Rees completing the top five.

In the concurrent Ultra Lightweight MGP Race 2, Guildford's Tom Snow went one better than last year, winning the race by a decisive 45 seconds from Radley Hughes with last night's MGP Ultra Lightweight Race 1 winner Lancelot Unissart taking third.

Alex Sinclair was first away in the class from the Grandstand but by Glen Helen on the opening lap Radley Hughes had established a lead of over five seconds over Snow with Sarah Boyes in third, less than a second ahead of Unissart with Alex Sinclair a further 4.5 seconds back in fifth.

Snow moved to the front of the field by Cronk Ny Mona on the opening lap and clocked 104.656mph to lead by less than a second from Hughes with Unissart now in the final podium place but already over ten seconds behind the race leader with Sinclair fourth and Lloyd Collins moving into the top five.

Snow's lead was over 12 seconds at the end of the second lap as the riders came into the pits for their compulsory stop and Hughes dropped almost twenty additional seconds to Snow with Snow just 'dropping a foot' for a 12 second stop while Sinclair needed to refuel.

A thirty second pit lane speeding penalty for Unissart dropped him temporarily out of the top five although he clawed his way back into the top three by Glen Helen on the last lap, less than two seconds ahead of Sinclair

At the front of the field Snow lead by over thirty seconds from second placed man Hughes Snow duly came home with a last lap of 103.400mph to win by over 45 seconds from Hughes with Hughes holding off Unissart's last lap charge to finish three seconds in front of the French rider Sinclair and Collins completed the top five.

<https://www.bikesportnews.com>

## 2019 Manx GP: Manxman Harrison wins dramatic Junior

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**Manxman Nathan Harrison won a dramatic Mylchreests Junior Manx Grand Prix by only four seconds from Liverpool's Steve Smith, overcoming a 30-second pit lane speed penalty, after early race leader James Hind retired on his second lap.**

Hind held an early lead at Glen Helen, 2.5 seconds ahead of Harrison with Farrell third a further three seconds back. Stephen Smith was eight seconds behind the race leader with Parsons a further half a second back completing the top five at the opening timing point.

Hind had already built up a commanding lead of 7 seconds by Ballaugh with Parsons almost four seconds back in third and Farrell and Smith less than a second behind third place.

Hind's opening lap of 121.773mph shattered the old Junior MGP lap record— all the more impressive as it was set on from a standing start – and gave him a commanding 11 second lead over Nathan Harrison who in turn was almost nine seconds ahead of Smith. But behind the leading pair a close battle was developing with Farrell just over a half a second behind Smith with Parsons on the Peoples Bike Kawasaki a further 4 seconds back in fifth.

The drama in the race was just beginning to unfold when news came through that race leader James Hind, who had problems in yesterday's qualifying session which saw the team replacing the engine last night, was reported to have retired at Greeba Bridge.

Hind's retirement put Harrison into the lead at Glen Helen, eight seconds in front of Smith was closing the gap with Farrell moving into the final podium place and Parsons and Procter but by Ramsey on second lap Parsons moved ahead of Farrell but only by less than half a second.

Harrison's second lap of 120.818mph gave him a lead of almost eight seconds over second placed man as riders came into the pits at the end of the second lap for the mandated race pit stop. Harrison's team put in a rapid pit stop of 33 seconds, which gained him an additional ten

seconds on Smith and he needed every one of them with the pit lane penalty as he was now in third place leaving the grandstand.

Farrell meanwhile had moved back into third by the Bungalow on the second lap and his second lap of 119.064mph, coupled with Harrison's tribulations, saw him briefly move into second place albeit marginally ahead of Harrison and just over 2 seconds ahead of fourth placed man Parsons with Brad Vicars moving into the top five.

Harrison was on a last lap charge and clawed a further 7 seconds back on Smith by Glen Helen to be less than five seconds behind the race leader and he further cut the deficit to only 2.5 seconds by Ramsey on the last lap.

At the Bungalow, with just over seven miles to the chequered flag, Harrison had moved into the lead by 0.3 seconds ahead of Smith and Harrison duly came home to win with a last lap of 117.997, almost four seconds ahead of Smith. Farrell clinched the final podium position over twelve seconds ahead of Parsons with Andrew Fisher completing the top five.

James Hind (121.773mph) Nathan Harrison (120.556mph) - joining brother Glen, and Stephen Smith (120.892mph) become the 20th, 21st and 22nd members of the Tommy Club, set up to commemorate Tommy Clucas who was the first rider to post 120mph in the Manx Grand Prix in 2004.

<https://www.bikesportnews.com>

# What Happens When You Get Foreign Speeding Tickets?

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**Image credit: connexionfrance.com**

The number of requests by EU countries seeking to pursue UK motorists increased by 30 percent last year, prompting a swift check on the laws around foreign speeding tickets and other offences.

Many UK bikers head for the continent, drawn not just by high-quality roads, beautiful scenery, great food and culture but also by the idea that, somehow, driving abroad means you are less likely to get a speeding ticket or worse.

Compared to the number of tickets handed out to UK drivers at home, the number of prosecutions of UK drivers is still arguably very few, judging by the number of requests under the Mutual Legal Assistance (MLA) agreement. In 2016 it was just 1,625 requests.

However, the number is 30% higher than the previous year and reflects an upwards trend since the introduction of the MLA in 2014, designed to improve the cooperation between states for obtaining assistance in the prosecution of criminal offences.

The numbers do not, of course, include roadside fines handed out on-the-spot in countries like France but they may include requests from the private companies that have been contracted by the French Government to deploy unmarked radar-enabled cars across the country.

Before the introduction of the MLA, it was thought that some 500,000 speeding offences by British drivers went unpunished each year in France alone.

Thanks to the Cross-Border Enforcement Directive, even after Brexit, it's possible that the number of foreign speeding tickets received by UK drivers will rise.

So what do you do if the letter arrives?

From 06 May 2017 the Cross-Border Enforcement Directive (CBED) allows an EU member state to pursue a UK registered vehicle involved in traffic offences in their country.

This includes not just speeding but drink and drug driving, running red lights and lane contraventions.

It also covers any applicable local laws relating to mobile phone offences and not wearing a helmet. Drivers can be prosecuted for not wearing a seat belt, too.

If you commit an offence and a fine is issued, the CBED also allows the country to pursue you through the UK legal system.

Anyone not familiar with local driving laws within each EU country can download a useful iOS and Android app.

You won't get points

The good news is the Department of Transport has confirmed penalty points collected abroad are not transferred to a UK driver's licence.

The very bad news is you will be pursued for fines of up to €750 (around £660 in September 2017) in France. And you will have to pay.

What happens?

You will receive a letter, written in English, which must, under the CBED agreement, include details on:

- \* The date and time when the offence was detected
- \* The nature of the offence
- \* Any relevant information about the offence
- \* The nation's legislation you infringed
- \* The legal consequences of the offences

Much of the process is automated so it seems unlikely that your letter will fail to contain information that you could argue has jeopardised your liability.

Don't rely on the 14-day rule

In the UK, if the speeding fine doesn't arrive within 14 days of committing the offence, it can't be enforced. In Italy though, the authorities can issue a fine up to a year out. And as it is the local countries laws you have broken it is their laws under which fines are issued and complied with.

Talking of European laws, like much of Brexit, no one seems to know what will happen after we leave and whether the MLA and CBED will remain in place. We would bet the legislation stays in place, though as part of the bargaining process. It doesn't cost the UK much to operate but does buy goodwill.

Interestingly, the CBED doesn't work both ways. There is no agreement for the UK to be able to pursue drivers from other EU states who have committed offences in the United Kingdom. This is because in the UK the responsibility lies with drivers rather than registered car owners.

Get yourself sorted:

Compared to the likely number of offences committed by Brits in Europe, the chances of receiving a fine still seem very low. It's your risk, but if you are sent foreign speeding tickets, it seems the best thing to do is just pay them.

<https://www.bikerandbike.co.uk>

## Green Lane Rules For Motorbikes

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You don't need a road to have fun on a motorbike. Get out into the countryside and have a blast but make sure you know the green lane rules for motorbikes, so you don't spoil things for others.

One of the greatest pleasures in the biking world is riding a green lane – an unsurfaced countryside road – especially that moment when suddenly the roadway opens out to offer you a view rarely seen from a Tarmac road; complete countryside with no other visible signs of mankind except yourself and your bike.

To dip your toes in, you don't need a trials, scrambler, adventurer or some other type of off-road bike – people ride anything from naked to Honda Cub 90's off-road and indeed I tried it on a Superbike once (I wouldn't really recommend that in the wet though...).

As long as you're prepared for the prospect of damage and a lot of potential dirt, you could get away with a commuter bike with more knobbly tyres, on easy tracks.

That said, until you do have a dirt bike you shouldn't get too adventurous. If you do get into proper greenlaning, you'll be looking at something like a 250/400 (you need a lighter machine rather a heavy GS or Tiger).

King of the hill is the Honda XR400 or to go lighter, the Honda CRF250 has a range of motocross and enduro models.

Whatever bike you ride, it does have to be road legal: MOT'd, taxed and insured.

You can ride more paths and roads than you might think

The rules around the use of motorised vehicles on green lanes are split into two areas; Public Rights of Way and Other Public Access.

On Public Rights of Way routes, you are legally allowed to use a Byway Open to all Traffic, known as BOATS. On an Ordnance Survey map key, BOATS are shown as a series of green pluses. Other maps may use a different symbol.

You are also allowed to use Unclassified Country Roads (UCR's) which on an Ordnance Survey map comes under 'Other routes with public access' and are a line of widely-spaced green dots on their maps. These lanes and paths are not classed as Public Rights of Way so any restrictions need to be checked with a local authority, but there would normally be a sign indicating if types of vehicle are banned.

The Ministry of Defence, (MOD) also allows some of its property to be used by off-roaders. These are often firing ranges, like the gigantic Salisbury Plain Training Area, and they can be closed so check before planning a ride by calling the MOD Firing Times on 01980 674763.

| PUBLIC RIGHTS OF WAY   |  |
|--|--|
|   | Footpath   |
|   | Bridleway  |
|   | Byway open to all traffic  |
|   | Restricted byway   |
| <p><b>The representation on this map of any other road, track or path is no evidence of the existence of a right of way</b></p> <p>From 2nd May 2006 roads used as public paths were redesignated as restricted byways. They provide a right of way for walkers, horse riders, cyclists and other non-mechanically propelled vehicles</p>  |  |
| OTHER PUBLIC ACCESS  |  |
|   | Other routes with public access  |
| <p>The exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority. Alignments are based on the best information available</p>  |  |
|   | Recreational route   |
|   | National Trail   |
|   | Long Distance Route  |
|   | Permissive footpath  |
|   | Permissive bridleway   |
| <p>Footpaths and bridleways along which landowners have permitted public use but which are not rights of way. The agreement may be withdrawn</p>   |  |
|   | Traffic-free cycle route   |
|   | National cycle network route number – traffic free; on road  |
| ACCESS LAND  |  |
|   | Firing and test ranges in the area. Danger! Observe warning notices  |
|   | Access permitted within managed controls, for example, local byelaws. Visit <a href="http://www.access.mod.uk">www.access.mod.uk</a> for information |
| England and Wales  |  |
|   | Access land boundary and tint  |
|   | Access land in wooded area   |
|   | Access information point   |
| Scotland   |  |
|   | National Trust for Scotland, always open; limited access – observe local signs   |
|   | Forestry Commission Land   |
|   | Woodland Trust Land  |
| <p>Portrayal of access land on this map is intended as a guide to land which is normally available for access on foot, for example access land created under the Countryside and Rights of Way Act 2000, and land managed by the National Trust, Forestry Commission and Woodland Trust. Access for other activities may also exist. Some restrictions will apply; some land will be excluded from open access rights. The depiction of rights of access does not imply or express any warranty as to its accuracy or completeness. Observe local signs and follow the Countryside Code. Visit <a href="http://www.countrysideaccess.gov.uk">www.countrysideaccess.gov.uk</a> for up-to-date information</p> |  |
| <p>In Scotland, everyone has access rights in law* over most land and inland water, provided access is exercised responsibly. <b>This includes walking, cycling, horse-riding and water access, for recreational and educational purposes, and for crossing land or water.</b> Access rights do not apply to motorised activities, hunting, shooting or fishing, nor if your dog is not under proper control. The <b>Scottish Outdoor Access Code</b> is the reference point for responsible behaviour, and can be obtained at <a href="http://www.outdooraccess-scotland.com">www.outdooraccess-scotland.com</a> or by phoning your local Scottish Natural Heritage office.</p>                             |  |
| <p>* Land Reform (Scotland) Act 2003</p>   |  |

In Scotland, there is additional legislation, called the Right to Roam which gives the public the right to be on any land for recreational, educational and certain other purposes but it only applies to walkers, cyclists and horse riders. Motorised vehicles are specifically excluded. Can you ride a motorbike on bridleways?

Ah, the classic question. To which the answer is a clear: No you can't.

You can't ride your motorbike, quad or another motorised vehicle (I'm guessing that covers Segways too?) on a Bridleway, a Footpath or a Restricted Byway. If you find yourself in an argument with an old-timer in the pub, tell them the law changed back in 2006

On BOAT's you will encounter horse riders and they should respect your right-of-way and if you are considerate to them and their horse (i.e., don't rev near the horse, potentially frightening it and putting both the horse and rider in danger), you should receive a considerate response. Perhaps pulling over and idling your engine giving them a good time to pass is the best policy.

You may also get grief from walkers. Let's face it, you are tearing around, to them, beautiful unspoilt countryside on a noisy and potentially smokey (if it's a two-stroke) machine that has no place among the sheep and butterflies. Like the horse riders, showing mutual respect, perhaps stopping to let them walk past safely, are going to help your cause. Angrily defending your rights of access is only going to take up time that could be spent riding.

If you are riding on MOD land, if a man in a tank asks you to, 'Halt! Who goes there?!' you need to behave and do what he says. He always has the legal right of way over you.

Join the gang

If you haven't been greenlaning before and are nervous of meeting unwelcome opposition that could ruin your ride, track down a route or area, like Salisbury Plain, that is well-known for motorised use. This should build up your confidence before you tackle other routes that may not be used as much by riders and the 4x4'ers.

Once you have discovered the abundance of green lanes out there in the UK then

Get yourself sorted:

Get an Ordnance Survey map for the area you want to ride and familiarise yourself with a route you know will offer you public or approved access. Keeping the map in a waterproof bag is also a top idea...

<https://www.bikerandbike.co.uk>

## Dan Linfoot & His Dad

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Father and son take a break from British Superbike responsibilities to enjoy Lincolnshire aboard Honda's finest. Ben Lindley tries to keep up.



The entrance to Cadwell Park flashes past, but I don't stop. If anything I add more twist to the Honda CB1000R's throttle. I've got a racer and his dad to keep up with. Ahead is Craig Linfoot, 63. He's streaking across the Lincolnshire countryside after his son Dan, a BSB racer for the past nine years and current factory Honda rider. Dan looks comfortable in jeans and jacket; despite the hot pace he's setting.

As I watch, Dan launches the front wheel over a crest. He holds the wheelie on the power as he leans sideways and checks his mirror. Just in time to see his dad do the same thing... It's no wonder that Linfoots junior and senior ride so similarly. Dan grew up on the back of his dad's second-gen Honda CBR900RR FireBlade (the black one with yellow stripes). Together, they rode from their home in North Yorkshire all over the country to BSB and World Superbike meets at Brands Hatch, Oulton Park, and various others. That's before Dan started racing.

Now he's 30, and fights in the mid-pack of an incredibly aggressive British Superbike Championship. He won his first two races at Oulton Park in 2017. This year, however, things have been tough. Injuries have interrupted his rhythm on the Honda. At the moment it's a scaphoid injury, something that'll put him out of action until Silverstone's triple header. But today he's positively jumping at any opportunity to get back on a bike. Especially when it involves riding with his dad.



We've got a sunny day to explore the back roads around Honda Racing UK's Louth HQ. First up is a visit to the seaside on big naked for ice cream and coffee. Then up into the Lincolnshire Wolds past Cadwell Park on a first-generation FireBlade courtesy of Honda's heritage collection.

Leaving Honda and turning north on the A16 towards Cleethorpes, it's clear Dan is on his best behaviour. His riding is confident and courteous. He's checking mirrors, allowing traffic a wide berth, negotiating corners with smooth, arcing lines, and looking around constantly at anything and everything. It's as though he's on high alert. But that's no surprise for someone who's been a BSB stalwart for the last nine years. On the Cleethorpes seafront I ask father and son about the early days of Dan's racing. When and where did it all begin?

'It must've been 2000,' muses Dan's dad Craig. 'We went to a show at Rawtenstall on my FireBlade – 11-year-old Dan riding pillion. Rawtenstall's in Lancashire, and its show takes over the whole town. Bikes everywhere. And in the middle of this, Dan spotted a minimoto. Straight away he was asking, 'Can I have a go on that, dad?' I said, 'yeah.' He turned out to be pretty good... until he fell off. Unbeknownst to me he couldn't hold onto the FireBlade's grab rail all the way home – he'd broken his finger in the crash and not told me.



'That 20 minutes had Dan hooked. We bought two minimotos and won the British

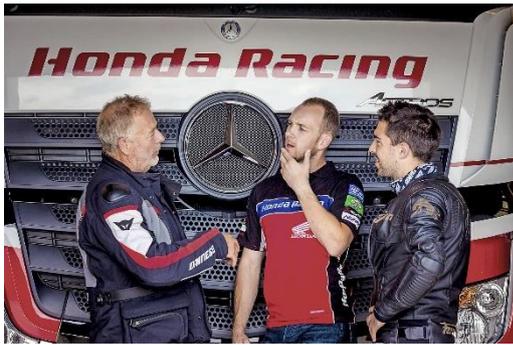


Championships. Then it was bigger bikes: an Aprilia RS125 – a Superteen bike, basically. We did a season on that on tracks like Elvington, Carnaby and Darley Moor. Won a few of those races, too. And then we bought an RS125 GP, which Dan rode to win the 2003 North East Championship. That paved the way for entry into the British Championship in 2004.'

By now Dan was 16 years old and had been riding for four years. Does he consider that a late start to racing? Dan's answer is measured. 'In relative terms to Europeans, and especially the Spaniards, yes it's a late start. But realistically, I think it's the right time. You can't get on a GP125 until you're 16, so that meant I had four years to learn other bikes. And way before I started riding myself, I'd had lots of time on the back of dad's FireBlade.

He used to pull a few wheelies and that – a massive thrill when you're a kid. I think that's helped condition me against fear.' 'You shouldn't be telling him that,' interjects Craig, laughing. But then he joins in. 'I remember you trying to get your knee down from the pillion seat. We'd go into a corner and I wouldn't have to do anything.





Dan would just throw it in himself trying to get it onto his knee. He used to love seeing the sparks off my toe sliders.’ Dan’s grinning and nodding in agreement. ‘I’d only have to look right down and I could see them sparking right below me. That’s where it all started. Even when I was ten, I wanted to be a bike racer. My mum would say, “Come on, Dan, what do you really want to do?” I just stuck to my guns. She loves it now. But I suppose it’s become all our lives.’ Craig pipes up.

‘It definitely takes over, and I’m not just talking about family life. There’s a little clan of us from the Wetherby-Boroughbridge area that follow Dan to every meeting.

That’s the part of the world where Dan grew up. Born in Harrogate and lived in Knaresborough until he was twenty. Cracking roads round there, especially around Helmsley.’ Does Dan’s clan distract him on race day? ‘I know they’re there,’ says Dan, ‘somewhere in the mass of people. But I’m focusing on my own thing. Race day goes fast as hell and you buzz around like a blue-arsed fly.

I spend the entire time in this tense mental state that’s part apprehension, and part determination to improve. That tension can spill over into your relations with other riders if you’re not careful – I know Jason [O’Halloran, Dan’s Honda teammate] and Josh Brookes keep running into each other on the track, and that’s led to tension in the paddock. But for me the key is to focus on yourself. I try not to worry about other people’s lap times: you’re riding a different bike to them.’ Dan pauses for a second. ‘But it’s easy to say that. My mind constantly questions things. Would it be better if I changed my riding slightly, or do I need to change this on the bike?’ Dan’s CBR1000RR race bike is customised to suit his 5ft 11in frame.



Handlebars and footrests are made at Honda Racing’s on-site machine shop, and more are made after every crash. It’s far removed from the Linfoots’ racing roots. What was Craig’s machine shop like when he managed Dan’s career in the 125s? ‘Non-existent! It was the single garage at home, complete with stacked bicycles, lawnmowers... a fridge. We didn’t have much in the way of tools, instead putting our resources into new pistons and rings. Every weekend the 125 had a top end rebuild, and a new crank after every four meetings. At that level you have to do it.

I was working full time to fund it all, so we serviced the bike on a night and at spare weekends. Dan would deliver newspapers on a morning to chip in the odd ten quid. And he’d help me on my joinery jobs in the holidays. We used to spend a huge amount of time together. ‘At your average BSB round now, I’ll only get time to say a few words to him. I’ll be out spotting where he’s running a little deep, or when he needs to



pile on the throttle earlier.' 'It's really helpful,' pipes up Dan. 'He can compare my riding with that of the other riders. I can't see what they're doing when we're in practice. The only thing I've got time for is to check my sector times against theirs. That's where I need to improve, especially now the competition is so strong. You need to qualify in the top two rows at Cadwell otherwise you've got no chance.'



Dan's right: at this year's Knockhill meet, a full two thirds of the grid qualified in under a second of each other. But today, in sun-bleached Lincolnshire, his dad and an enthusiastic journalist are his only competition. How often do Dan and Craig get to ride together nowadays? 'About three times a year,' says Dan. 'Riding on the road is very different to riding the race bike, but I still love it. All I'm used to doing is getting on a race bike, going as fast as I can, and

downloading information to the techies. Riding a road bike is a great contrast. That could be the reason why I'm constantly looking everywhere when I ride. I'm not used to seeing the world at 40mph.'

His reactions are lightning quick. When the next hazard's ten seconds down the road, Dan's probably got nine seconds to relax in. 'If anything, he's too relaxed,' says Craig with a cocked eyebrow. 'I'm forever telling him to keep both hands on the handlebar. You don't know when a pothole's around the next corner.' We're done with the seaside. Honda call and say Craig's 1994 FireBlade is ready and waiting. But before we leave Cleethorpes, Dan wants to know how to remove traction control from the Honda CB1000R+ he's riding.

'I don't like electronics. I remember trying to wheelie this thing at the TT but the electronics kept stopping me.' [Craig leans into the microphone and says in a stern voice, 'You can delete that.'] 'But really, all these buttons confuse me. On the race bike we have three simple buttons: pit limiter, map button and rain light. We don't have any of these complicated rockers. There's a button to switch traction control off. I need to find that button. Maybe I'll do a few power wheelies.'



Now that the secrets are out (and electronic controls removed) Dan's riding loosens up. He's shifting his weight in the saddle, sticking his knee out at the slightest hint of a corner, and pulling up the front over crests in the road. He stops the CB1000R at a red light, leans over and shouts through his helmet, 'This is a proper machine, this is!' Craig is similarly fast but remains utterly composed at speed. His style is a good fit for the old CBR900RR. 'This is more like it,' he grins, settling himself deep into the FireBlade's comfortable bosom at Louth HQ. 'It feels like you're sitting in a sofa. I chopped mine in for a new R1 in '98. That was a mistake: the R1 was much more aggressive and much harder. I felt like I'd dropped a bollock.'



I follow Dan and Craig south into the Lincolnshire Wolds. Craig barely changes his body position on the bike and rarely touches the brakes. Moves are planned well in advance, and he carries big speed through corners. Looks like he's lost none of the toe-scraping confidence that influenced the young Dan. He's spanking the 24-year-old bike through the fast and furiously curling A153 after his son. It can't have been wrung dry like this in the last ten years. No

wonder the kid grew up with no fear. There's the entrance to Cadwell Park, but we're not stopping. I'm still on the CB1000R and without a fairing my neck's aching from the wind blast. Three bikes hit the crest, and three front wheels lift high. But only one of the riders has his heart in his mouth.

<https://www.bikemagazine.co.uk/a-ride-with-blog/dan-linfoot-and-his-dad>

# The Speed Triple At 25

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– How It Became The UK’s Favourite Motorcycle

With the iconic Triumph Speed Triple popping corks for its quarter-century birthday this year, we explain how this model became one of the nation’s favourite naked motorcycles.



**The Triumph Speed Triple has become a mainstay in the Triumph range since its launch in 1994. The bikes has seen a raft of changes in that time, even spawning the leaner, sharper handling Street Triple along the way.**

With the bike now being 25 years old, we thought it only right that we give the Speed Triple a proper birthday going over because who doesn’t like having their baby pictures paraded out on their birthday!?

To find the beginnings of the Speed Triple we must look back to the mid-nineties. A time when the Britpop power-struggle between Oasis and blur was making headline news and Eva Herzigova was causing crashes with her Wonderbra adverts.

**The original Triumph Speed Triple is born**

Mid-90s Britain also saw homegrown icons Triumph release an 855cc naked motorcycle, using some parts from the older Daytona 900 sportsbike including the five-speed gearbox, Kayaba adjustable forks, and rear shock.

Even with its single headlight, the original version is unmistakable as a Speed Triple and gained plaudits from the motorcycle journalists at the time for its usable spread of power and torque, and sporty handling.



From 1994 the Speed Triple went through several changes, the oddest of which was Triumph dropping the capacity to 750cc and increasing the number of gears from five to six.

The move could have been a simple act of stock consolidation as it's claimed the factory had a large pile of Euro-spec 750cc engines to shift and rather than see them sat in a warehouse, Triumph put them to good use. The 750cc versions only lost out by about 10bhp when compared to the 885cc machines, and the torque deficit was negligible.

### The 'bug-eye' make over



In 1997 Triumph gave the bike its biggest and probably most famous makeover so far, arguably creating the look of a Speed Triple that we all know today. Gone was the angular tank and seat unit of old and the swooping frame of the machine was now on view for all to see. The biggest and probably most famous feature of the series though is the bug-eyed, twin headlights, almost aping the sportsbikes of old just without a fairing.

The engine also had a major update at this point, remaining at 885cc but now with a power output of 108hp making it the most powerful Triumph Speed Triple produced so far. The bike was named the T509 and the first-of-its-kind tag, increase in power and single-sided swingarm make it a very sought-after modern classic with the Triumph enthusiast.

### Hollywood beckons

With the Triumph Speed Triple's new looks and increased power, came invites from Hollywood to feature the bike. It's possible it was chosen over sportsbikes of the time as its naked layout allowed the audience a better view of the rider. The Matrix movie saw femme fatale Trinity riding a blacked-out Triumph Speed Triple in the first of the franchise, while Tom Cruise is thought to have personally chosen the machine for Mission Impossible II, where he is chased by an assailant riding a Triumph Daytona 955i.

With notoriety garnered from its silver screentime, the Triumph Speed Triple went through another round of updates in 1998, losing the dash-mounted fly screen but gaining some of the tech from the

factory's flagship sportsbike, the Daytona 955i. Along with the new 955cc engine, this version featured the same chassis



and swingarm as the Daytona and an extra shove in the back thanks to W72ft-lb of torque – the claimed power output though was stated as the same.

With the Speed Triple now a nailed-on favourite among road riders around the world, the model forged on in this manner all the way through to 2005, when the dawn of a new era of Speed Triple was about to arrive.

The 2005 version of the bike was the biggest change to the series since inception, and saw the inclusion of a 1050cc engine, underseat pipes, radially mounted front callipers and the short,



squat silhouette we now know and love. This bike is heralded by many enthusiasts as the first, proper Speed Triple.

The bike was now the performance product within the Triumph range (the factory had wound-up it's sportsbike production by this point) and that meant almost all the knowledge and expertise previously reserved for faired offerings we're now pouring into the Speed Triple workshop.

**The first 1050cc Speed Triple**

The bike's engine was shifted, the frame redesigned, and a new swingarm developed to improve the agility of the bike, all backed up by the new and improved 128bhp powerplant.

#### The dawn of the Street Triple

It's around now that the Speed Triple was joined in the Triumph range by a smaller, more agile offering from Hinckley. The Street Triple took the tried and tested recipe of its bigger brother, adding supersports-slaying levels of corner speed and agility. The bike, as we most of us know, was based around the Daytona 675 sportsbike that was released in 2006.

The next big redesign for the Speed Triple came in 2011, with gasps of shock from the assembled crowds; the Speed Triple had lost its iconic rounded bug eyes. Instead, the bike was wearing a pair of stylised and more shapely fox-eye headlights and many recoiled in horror and shielded their children's eyes. Triumph though weren't too worried, and they had no reason to be really, the punters quickly forgot about the headlights and sales of the new, 135hp Speed Triple were strong.

#### The Speed Triple R joins the fold

To bolster the range and add some more performance to the naked class, Triumph split the bloodline of the Speed Triple in two, producing the faster, harder and sharper handling R version for the adrenalin craving masses. The new bikes power remained the same, but the weight was reduced by 2kg and premium cycle parts were added such as Öhlins forks and rear shock, Brembo monobloc callipers, lightweight wheels, and carbon fibre jewellery among others.

2016 saw the Triumph Speed Triple become visually the bike we see today, with the inclusion of a small fly screen located on the instrument binnacle almost a nod back to Speed Triples of old. The bike now included a ride-by-wire throttle, switchable riding modes and a massive 104 internal engine parts refined over the 2011 model.

Fast forward to 2019 and the Speed Triple range is spread across the S and RS models, with the top-spec RS featuring updated Öhlins fully adjustable suspension, arrow and cans, specific riding modes only available on this model, and special colour schemes.

With the recipe for the Speed Triple being such a global success, we at Visordown don't see any reason for the bike to continue in production for at least another 10 or even 20 years. Here's to whatever that journey holds!

[www.visordown.com](http://www.visordown.com)

# Break Time

**Caption competition August's photo.**

**Winning Caption:** What do you mean Karl got the last piece of cake?!

**Best of the rest:**

It was at this point Steve realised that asking Karl to act his age was very hypocritical...

It must be true what they say, kids really do sap the joy out of everything!

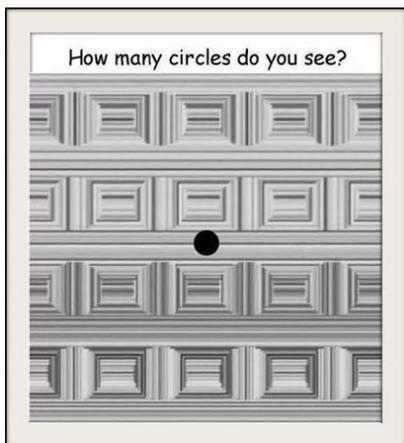


What is it?

Can you identify the bike in the picture?



Little Billy was four years old and both his parents were dead. His guardian put him on a train to send him to a new home in the country. Billy could neither read nor write nor remember the address, so a large label on a string was secured around his neck clearly indicating Billy's name and destination. However, despite the best efforts and kindness of the railway staff, Billy never arrived at his new home. Why?



At 7 am a train moving at 90 kph leaves Birmingham heading for London. At 8 a.m. An identical train travelling at 110 kph leaves London heading for Birmingham. Which train will be closer to London when they meet?

Answers on page 55

[www.paulsquiz.com/other-quizzes-mainmenu-161/202](http://www.paulsquiz.com/other-quizzes-mainmenu-161/202)

# Gem Tells Drivers To Expect Bikes At Junctions

By Simon Hancocks Visordown



ROAD SAFETY and breakdown organisation GEM Motoring Assist is encouraging drivers to take extra care at junctions, in an attempt to reduce collisions with motorcyclists.

GEM road safety officer Neil Worth said: “Around 30 motorcyclists are killed or injured every day at junctions, usually because of a driver observation error which some years ago picked up the nickname ‘SMIDSY’ – sorry mate, I didn’t see you.

“Experts point out that as drivers we’re not very good at identifying motorcyclists because they occupy such a small part of our field of vision. What’s more, if we’re not expecting to see one, then the chance of spotting one coming towards us is further reduced, and the risk of a collision is greatly increased.”

“Summertime sees many roads becoming busier with weekend riders, but let’s make a point of looking out for them at every junction, on every journey. In doing so, we will be greatly reducing this risk, and helping them to be less vulnerable on their journeys.

“So before pulling out of junctions, look carefully all around. Make a specific check for motorcyclists coming towards you. They’re not always easy to spot – but if you’re expecting them to be there, then you’re far more likely to see them in good time... and prevent a potentially serious collision.”

How to avoid a SMIDSY

Three tips for drivers

Before pulling out at any junction, expect a motorcyclist – maybe more than one – to be coming towards you.

Have a really good look, and don’t pull out unless you are 100% sure there’s nothing coming. Keep both hands on the wheel and look directly at an approaching rider. This can help show that you’re not putting the car in gear to move off.

Three tips for riders

Take a position closer to the centre line of the road, as this will help make you more visible. As you approach a junction, consider weaving in your lane space if it's safe. Changing your position makes you much easier for a driver to spot than if you're maintaining a straight line. It may look erratic, but it's much more likely to ensure a driver 'clocks' your presence. If you see a car waiting to turn, assume the driver hasn't seen you. Have an escape route ready or be prepared to stop if it will help avoid a collision.

#### Motorcycle collision statistics

92% of crash victims are male

37% of riders are aged 25 and under

Motorcyclists account for 20% of all road fatalities. In 2018, 354 motorcyclists lost their lives in road collisions.

Sunday is the day when most fatal crashes occur

83% of collisions took place in excellent weather conditions

58% of all collision claims occur on 50-125cc motorcycles

(sources: DfT Reported Road Casualties Great Britain, [sorrymate.com](http://sorrymate.com))

## Peter Fonda, 1940-2019

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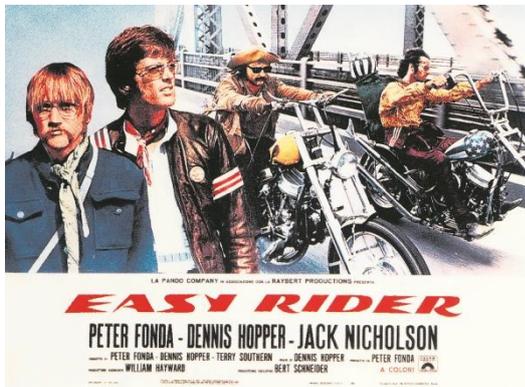


Peter Fonda, the star of the iconic motorcycle film *Easy Rider*, has died aged 79. Fonda had a long and varied career; however it was his depiction of Wyatt in the cult 1969 road movie that he was arguably most famous for.

Riding a Panhead Harley-Davidson chopper in the American desert, sideburns and floral shirt billowing in the wind, Fonda's character was a lightning rod for the youth of the day. The film was a portrait of the death of the American dream and stuck two fingers up to the Hollywood mainstream.

An Oscar nomination for Best Original Screenplay followed (Fonda co-wrote the film with director and co-star Dennis Hopper) however the President of the Motion Picture Association saw to it that they didn't win after saying: "It's time we stop making movies about motorcycles, sex and drugs." Thankfully no one listened and *Easy Rider's* legacy lives on to this day.

Fonda passed away at his home in Los Angeles after a short battle with lung cancer. *Easy Rider*, the film that made biking cool.



It's 50 years since arguably the most influential motorcycle movie of all time was released. *Easy Rider* hit cinema screens in the summer of 1969 and became a global smash, eventually grossing \$60 million from its paltry \$360,000 budget and earning an Academy Awards nomination for Best Original Screenplay.

The movie, starring Peter Fonda, Dennis Hopper and Jack Nicholson, became a cult classic and kick-started the custom chopper craze as well as laying out the blueprint for road trip movies.

The image of Fonda riding Captain America is one of the most iconic in motorcycling and has led to claims that the bike is now the most famous, and certainly the most copied and argued over, in the world.

The movie tells the story of two drug dealers (Fonda and Hopper) and a drunken attorney (Nicholson) who ride around the American south west selling dope, lighting campfires, and getting stoned. It may not stand up so well today; *Easy Rider* was, after all, a movie of its time, but it truly tapped into a nerve in the summer of '69 and celebrated a new form of freedom that caught the imagination of millions and changed the face of biking forever.

#### Captain America

The most famous bike in the movie is the one ridden by Fonda and dubbed Captain America. In reality it was a former Harley-Davidson Hydra-Glide police bike of 1952 vintage. The Panhead engine was retained, as was the Harley Wishbone frame, but almost every other part of the bike was custom-built by African-American chopper builders Cliff Vaughns and Ben Hardy.

The bike had a hard-tail rear, an ultra-high-backed sissy bar seat, extended forks (and no front brakes), upswept exhausts, ape-hanger bars and, of course, that iconic stars-and-stripes peanut fuel tank.

Two Captain Americas were built for Fonda and two Billy Bikes were made for Hopper who, funnily enough, played a character called Billy. The four Panhead Harley-Davidsons were bought as a job lot at auction (a 1950 model, two 1951 models and a 1952 bike) for just \$500!

Captain America could only be made as extreme as it was (with its ludicrously long forks, absence of front brakes, and impossibly high bars) because Fonda was a skilled rider. Hopper's bike was made much more sedate because he wasn't as experienced on two wheels. Fonda also took it upon himself to run the bikes in around the streets of Los Angeles to get them looking grubby and well-used before filming began.

#### The Fate of Captain America

Three of the four bikes were stolen before the movie had even wrapped (which is why they don't appear in the final campfire scene) and their whereabouts remains unknown. Some say they were broken for parts before their significance as movie props was realised, while another rumour persists that they were stolen by Hells Angels and may well sit in a clubhouse in Oakland to this day.

There have also been suggestions that some of the uncannily authentic-looking replicas of Captain America that continue to surface were modelled from the real thing. But this is all guesswork and no-one knows for sure.

"They were stolen out of a garage in Simi Valley with 11 other motorcycles two weeks before we finished filming," Fonda once explained. But considering the low-budget film didn't have any cash for advance publicity, it's debatable if the thieves actually knew what they were stealing. Whether they did or not, it still forced the director to film the final campfire scene without the bikes lined up in the background as planned.



Fonda was furious because he wanted to keep the bikes for publicity purposes and as a memento of the film.

The Captain America that was stolen was the one Peter Fonda rode most in the movie, so the real deal has been lost to history for half a century. The bike that survived was the second bike which was crashed and burned in the film's fiery climax by stunt rider Tex Hall (who was also a Hells Angel and member of Satan's Slaves).

Very little of the second bike survived the flames apart from the frame, which got bent in the crash, but what was left was given to actor Dan Haggerty, who played Grizzly Adams in the 1970s kids' TV show of the same name.

Sadly, Haggerty, who helped build the bikes and took care of maintenance during filming, died in 2016 but I interviewed him several years ago to try to get to the bottom of the whereabouts of the genuine Captain America.

This is what he had to say: "I had built some bikes for Ann-Margret (who starred opposite Elvis in Viva Las Vegas!) and then Tex Hall (stuntman and actor) and Dennis Hopper were working on the bikes and knew that I was a bike builder and asked if I wanted to come work with them on Easy Rider and help build the bikes. I said: 'Sure, I'd be more than happy to.'

"I had a shop and we tinkered with bikes and I'm still tinkering with bikes. I always loved building bikes and cars and things like that and I was an animal trainer and I had a leather shop so I did a lot of different things but I was working with bikes from an early age.



"We built two bikes for Peter and two for Dennis. The two Billy bikes and the other Captain America were stolen and the one that we did the stunt with at the end of the movie, that's the one that I had. That was an original bike too but the one that Peter rode most of the time was stolen. We never did find out who stole the three bikes.

"The bike that Peter got shot off at the end of the film had a bent frame so I brought it back to my house to fix it. They said I could have the bike for working on the movie, so I had it in my house for 30 years.

"I started to restore it several years ago. It wasn't so much the money; it was just the time. I had to fix the frame as it was bent and just put it back together. The frame was chromed and the fender was chromed; the only thing that was painted was the fuel tank.

"I put it in a jig and straightened out the front end and the yoke and that was about it. It got bent quite a bit when we took it off that ramp. It's totally original."

So far, so simple but then things got messy when a massive legal dispute began over the identification of the real Captain America machine. In a nutshell, two collectors (Michael Eisenberg and Gordon Granger) both claimed to own the original bike and Haggerty's contradictory statements relating to the bikes just served to muddy the waters further.

He issued a statement saying Eisenberg's bike was the real deal, but it appears he actually sold Granger the bike that Granger claims is authentic. It has even been suggested that Haggerty built and sold two separate Captain America bikes and assured the new owners that each was the real deal.



Since only one bike from the movie actually survived, this is clearly not possible. The argument rumbles on but, with Haggerty now deceased, we may never know the truth and may never truly be able to authenticate the sole-surviving bike from the movie.

Paul D'Orleans, author of *The Chopper: The Real Story* certainly doesn't think there's anything left worth fighting over... or paying vast amounts of money for. "What are you buying?" he asks.

"Best case scenario, you're buying the stunt bike's blown-up frame. They can claim to have pieces of the true cross but Jesus is gone, man, he has left the building. And so has Captain America."

The bike that Haggerty claimed was the real one that he restored sold at auction to an anonymous bidder in 2014 for \$1.35 million (£838,821) but the controversy remained.

"There's a big rat stinking someplace in this," Peter Fonda told the *Los Angeles Times*. "I can't tell you which one is real. I know there are two bikes out there that are both authenticated by Haggerty. That's not right."



There have been several attempts to make a modern *Easy Rider*-style movie but none have come close to having the same cultural impact.

*21 Days Under the Sky* was a film released in 2016 focusing on four greasy, middle-aged men with junk food habits riding across America on choppers but it was a documentary rather than a drama and didn't have the same clout as the movie that inspired it.

With the modern customising craze still in full swing in London, several attempts have been made to make movies that will do for that scene what *Easy Rider* did for the west coast scene.

*Oil in the Blood* is another documentary feature film, this time dedicated to the world of custom bike-building and based in the UK. Due to be released later this year, it remains to be seen if it can inspire a whole new generation of motorcyclists like *Easy Rider* did half a century ago.

[www.motorcyclenews.com](http://www.motorcyclenews.com) By Jordan Gibbons

## Are We Being Ripped Off At The Pump?

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Research reveals that at a time when wholesale costs are going down prices and profits at the pump have leapt up.

The FairFuelUK campaign has released figures showing that forecourt operator's profits have leapt by 117% at a time when wholesale fuel prices have plunged by 10%, thanks to Sterling's movements.

Despite the wholesale cost of oil going down by 10% since 25th April, petrol went up by 8p per litre.

When petrol's wholesale price has actually risen by 1.8% the price bikers have paid at the pump has increased by a whopping 6.4%. Retail profit based on wholesale prices against average pump prices has increased by 54.1%.

FairFuelUK, who estimate £235 is being held back from consumers each month, is working with the Treasury and the Fair Fuel APPG to develop a PumpWatch Voluntary fuel pricing code to ensure fuel retailers pass on wholesale falls in petrol and diesel fairly, accurately and quickly to drivers at the pumps.

Howard Cox Founder of the FairFuelUK Campaign and Secretary to the Fair Fuel APPG said:

"Everyone knows what we pay at the pumps does not follow any logic or fairness when oil prices change. For decades the fuel supply chain, notably a few wholesalers have ripped off drivers at will. The smaller independent garages are subject to their blackmail too, in the prices they are forced to pay, with their wholesalers holding them hostage to their bulk supply. They consciously hold back wholesale price falls amounting to billions. But these greedy faceless businesses will soon be subject to a good deal of scrutiny.

"It is vital that this new PumpWatch voluntary code is endorsed and supported by the Government, with petrol, diesel and autogas wholesale prices movements published daily."

[www.bikerandbike.co.uk](http://www.bikerandbike.co.uk)

# Mobile Speed Cameras

The Guy Inside The Van Gives Us The Lowdown



How many times have you ridden past a speed camera van and felt like sticking two fingers up as you pass?

The next time you do, keep those fingers gripping the 'bars, as the camera operator inside is firmly within his rights to issue you with a £100 fine – because you are not in proper control of the vehicle. And it's happened in the past.

We know this because Jeff, one of the safety camera operators inside those vans, has given us the inside track on these mobile money pits.

Jeff isn't his real name. We've had to disguise him because strictly speaking he's not supposed to talk to us.

But he's a fellow biker. He wants to see fewer bikers get points on their licences and he believes the vans play an important role in road safety, so he's agreed to help us dispel a few myths around their use.

Like the idea that all cameras must be painted yellow. "That's only an agreement, not mandatory," says Jeff.

"Signage is no longer a legal requirement either."

And there's no law that says his vehicle has to be highly visible, although most Safety Camera Partnership vehicles are clearly marked as police vehicles.

Bikes do get caught



“It’s a myth that, because most bikes only have identifying plates on the rear, they don’t get caught. Mobile vans have both rear and forward facing cameras. I’ll be recording you from the front camera as you fly past.”



Jeff also has some advice at the end of the article on the use of dodgy plates... Like many of the operators, Jeff is a former police traffic officer. In his career, he saw many of the grim results of accidents caused by speeding.

Often these accidents involved motorcyclists on ridiculously powerful performance bikes. But it’s not the bikes that are the problem. It’s the rider’s attitude.

“I have a fast bike and a performance car. I don’t hang around. But there’s a time and a

place and if you are speeding past a fixed or mobile camera unit, you’re in the wrong place.”

BTW, it’s a myth that the operator in the van has to be a serving officer. Speed enforcement can be carried out by both police officers and civilian police staff.

#### Safety first

Let’s get the terminology right first. The world and his mum call them speed cameras, but inside the forces they are known as Safety Cameras.

We should acknowledge this as road users, because a camera only appears in locations that have a bad accident record.

Fixed cameras are used in locations where three or more people have been killed or seriously injured in speed-related crashes, over a 1.5km stretch of road, in the three years prior to installation.

Black and white camera signs tell you that both fixed and mobile cameras are operating. The vans can be located anywhere in that area, not just near that stretch of road.

The vans operate where at least one person has been killed or seriously injured in a speed-related crash/es, over a 5km stretch of road.

“The locations where vans are used are published on each Safety Partnership’s website,” says Jeff.

“But not all of them tell you if the site is actually in use on that day. I’m only given my locations at the beginning of each shift.

“Generally, a van will be parked at a location for an hour only. You sometimes get a smartarse who’ll park in front of you to ‘eat his sandwiches’.

“If I’m at the beginning of the time slot at that location, I’ll get out of the van and tell them about the possibility of being £100 lighter if they don’t finish their sandwich a bit sharpish.

“If it’s towards the end of the slot, I’ll just move on to the next one. I don’t need the agro.”

If it’s an officer in the van and you really start messing them about, you’re open to being slapped with Obstructing an Officer, an arrestable offence.

Don’t be a dick and point out the van is parked on a double yellow, either. The vans are police vehicles that carry special exemptions from parking restrictions.

#### Not just speeding

The vans don’t just record speeding misdemeanours. “We are now required to record the use of mobile phones, and in the case of cars, when seat belts are not being used.”

But speeding is the focus, according to Jeff. “The van locations are more likely to be in 30mph locations, where there may be pedestrians, than on dual carriageways which don’t really see any foot traffic.”

Despite our belief that cameras are a money-grabbing exercise by the local plod, Jeff says otherwise: “All the revenue from fines goes directly back to the Safety Camera Partnership, to fund new cameras that will reduce the impact of speeding.”

There is one ‘myth’ that is actually true. “If you don’t receive the Fixed Penalty Notice with 14 days then, strictly speaking, you’ve been a lucky biker and you don’t have to accept the fine.” But don’t ride your luck... “In the Safety Camera Partnership teams there are lots of stories about riders and cars who disguise their plates, have them on dodgy angles, use reflective finishes and so on.

“Remember, most of the guys are either serving or former officers and they know how to follow you across a county or city using CCTV. It’s very easy if you have a distinctive lid or bike. If you try it on too many times, you can expect to get a knock on the door. I’ve done it.”

Get yourself sorted:

Use your brain. Accidents happen when speed interferes with another contributing factor, like a junction, hidden dip, blind bend or when ‘nationals’ reduce to ‘30’s’ in a village. Ride to the conditions, pay attention to the road signs.

[www.bikerandbike.co.uk](http://www.bikerandbike.co.uk)

## New long-range speed camera gets drivers' support



Gloucestershire Police trialled the long-range speed camera at 35 sites, detecting 1,325 offences in a single month

Drivers have expressed support for a new long-range speed camera that police can use to spot driving offences from up to 1km away.

Gloucestershire Police trialled the device at 35 sites along the A417 during November 2018 and spotted a total of 1,325 offences, of which 1,293 were for

speeding. Of these speeding offences, 10 were at more than 100mph, with the highest recorded speed being 126mph.

Gloucestershire's trial of the camera - dubbed 'the Long Ranger' - also saw drivers caught for number plate offences, seatbelt offences, tailgating incidents and mobile phone use behind the wheel.

The trial also resulted in 52 warnings being given out, 12 vehicles being seized, one positive breath test, one positive drugs wipe and one weapons seizure.

Now, drivers have voice broad support for long-range cameras, with an RAC poll of over 2,000 motorists

finding 59 per cent in favour of their use. Just under a third (28 per cent) opposed the cameras being used, with 13 per cent not expressing an opinion.

The most popular reason respondents gave for believing long-range cameras are a good idea was that they will catch drivers using their phones, with 78 per cent claiming they see this too often. Meanwhile, 77 per cent cited tailgating, middle-lane hogging and lack of seatbelt use as the best reasons.



Of the 28 per cent who opposed the use of the cameras, 44 per cent believed they are unfair on drivers as they can't be seen in advance. In addition, 35 per cent were concerned about privacy issues and 13 per cent simply didn't want to get caught speeding.

RAC road safety spokesperson Pete Williams suggested the reason drivers support the cameras is because they "are used to speeding being enforced by a variety of means and are frustrated a similar focus is not

employed to catch those they regularly seen committing other motoring offences".

Williams went on to say that, in spite of this, the camera's "primary use will no doubt be to catch speeding drivers."

He added: "With dramatically fewer police officers on patrol these days, enforcement of multiple motoring offences via long-range camera could be seen as a more efficient use of police time."

[www.autoexpress.co.uk](http://www.autoexpress.co.uk)

## Record-breaking globetrotter Henry Crew has bike stolen

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Henry Crew, the youngest person ever to circumnavigate the globe by motorcycle riding unsupported, has had his Ducati Scrambler Desert Sled stolen from his parents' home in Hampshire.

In a post on Facebook, Crew said, "Hey friends! Last night (19/20th August) my bike was stolen from my parent's home in Petersfield, Hampshire.

"If you can keep an eye out for a white Ducati Desert Sled that looks like it's done 60,000 miles in a year, cracked exhaust plate, stickers, scratches, red fuel cans or black winding roads plates on the side. It's pretty unique and sentimental to me. I appreciate all your help and efforts in recovering it!"

Crew arrived back in the UK on Friday, April 19, having pipped the previous record by around 30 days and more than doubled the required mileage, bagging himself an official Guinness World Record.



A group of 50 fellow bikers, well-wishers and fans met with Crew at Folkestone, riding with him to the Bike Shed in London, where his journey started just over one year ago. Kane Avellano, the person who has held the record since 2017 was even there to congratulate him.

"I think it will take about a month before it hits me," said Crew, speaking to MCN. "I still feel like I'm about to get on my bike tomorrow and carry on."

Crew's route has taken him all over the world on his Ducati Scrambler Desert Sled with the route going from London, through Europe on to Russia, then across the 'Stans' towards Thailand and onwards to Australia.

From there he flew to South America, ultimately riding up the west coast of America before heading east then flying back to Europe and on to London. Along the way Crew has encountered almost every situation imaginable from sleeping in a prison in Pakistan to almost going blind while suffering from altitude sickness in the Himalayas.

"The longest and toughest day was in northern India, spending 16 hours in the saddle to cover just 130 miles. It was so stressful."

Crew has made the trip in aid of the Movember foundation, who work to raise funds and awareness of men's health issues, after his own struggles with mental health. The question now is: what next? "Sleep," he says.



How does the record work?

The record required Crew to return home before May and to have ridden at least 24,500 miles – but he had more than doubled that goal by the time he arrived at the Bike Shed on Friday, April 19.

[www.motorcyclenews.com](http://www.motorcyclenews.com)

# How To Filter More Safely

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By Simon Hancocks Visordown

Filtering through traffic is one of the many ways a motorcycle can save you time on your morning commute. But are you doing it safely?



WITH their slim profile and nimble base, motorcycles make ideal vehicles to slip through stationary or slow-moving traffic. Sometimes it can gain you a few places on up the road, in other cases it could see you scything through mile after mile of stationary traffic on a motorway, saving you hours off your journey.

But could you be doing it in a safer, more controlled manner? Here is how you stand legally if you filter, and how to do it more safely.

Is filtering legal?

Yes, totally legal to filter between traffic in the UK. The Highway code even states: “When filtering in slow-moving traffic, take care and keep your speed low”. And the key phrase there is ‘low’! Filtering through stationary traffic at 10-15mph will raise very few raised eyebrows from the assembled commuters. Slamming through the gap at 30mph when everyone else is stationary will seem like a much more dangerous and worrying manoeuvre to Doris in her Daewoo!

The problem is you may be 100% confident of making that gap, even travelling at that speed in such close proximity to other vehicles. But what if a vehicle switches lane, a person opens the car door, or a small child runs between two cars – are you still confident you can stop?

And if something like that did happen causing you to have an accident, it’s going to be Doris’ account of what went on that day that the court hear. And they won’t care about how great your eyesight is or how often you ride that road and in that manner – they’ll just be thinking how dangerous 30mph between tightly packed cars sounds to a non-motorcyclist.



How can I improve my filtering?

It sounds strange to say it, as filtering is something that saves time but, take your time. There is no point filtering through traffic to save 20-minutes on your commute if you're going to end up under a bus in 100-yards time.

Keep a calm head and don't feel pressured to filter at a certain speed because Invincible Ian the last living motorcycle courier in London comes past you on one wheel. You need to assess the risk; you know the width of your bike and only you can make those decisions.



Be hyper-alert

One thing I find that helps me stay on track is to talk to myself about what's going on in front of me. Giving an in-helmet running commentary on what's happening up front stops my mind wandering off and thinking about what's for tea or what I should have said in that meeting before I left work.

Keep an eye on vehicles leaving big gaps in front of them, they may be just slow on the uptake, or there could be a junction a pedestrian, cyclist or driver about to emerge and fill the gap. They'll only be worried about the traffic to their left and won't have a clue you are buzzing along the outside of the queue. This scenario is probably the most common filtering accident, and when it comes to the crunch – it almost always goes down as the biker's fault.

Keeping your speed down not only allows you more time to brake if an unexpected event does unfold in front of you, but it also means your eyes have more time to dart around the assembled jumble of rectangular shapes blocking your way. Keeping your closing speed to the traffic around you below 15mph is a fairly safe bet and I tend to start falling in line with the traffic at about 45mph – unless the lanes are extremely wide.

### Get in gear

It sounds like torture on the bike but filtering in a low gear is a good idea, first or second ideally. Yes, I know the bikes screaming but here are three reasons that's a very good thing!

### Warning

The audible shriek of a bike coming from behind will make even the most road-hardened truckers checking their mirrors. It should also be enough to make Eddie the Emo-kid up there take a glance left before stepping off the kerb!

### Engine braking

With the engine in a low gear, the effect of the engine braking is increased meaning that vital split second as you switch from engine brake to hydraulic powered ones will be more effectively used.

### Acceleration

Filtering is not just about spotting problems before they happen – you might also have to get out of a problem. And the best way to do that is quickly and smoothly, with the bike already in the sweet-spot of the torque curve. The last thing you need is a bike that bogs down or to start stamping the thing up and down the box as you gently soil your new textiles!



### Don't react, respond

It may sound like some zen-state of wokeness but it's a well-known phrase used by people who must make split second, life and death decisions every couple of seconds – fighter pilots.

There is a famous story about two RAF Tornado fighter pilots who impact a seagull at 500mph. This doesn't end well for the seagull or the jet's engines but what's interesting is what the pilots do after the strike. They don't initially react, in their minds a reaction is a knee-jerk response, caused by primal fight or flight instincts. Instead, they respond, as a response is a measured and thought out answer to a situation, made after weighing up the options.

Granted, on our morning commute the time we have to make these split-second decisions is tiny, much less than those pilots had when they were figuring out where to land, but the same can be said for riding. An ill thought out reaction to a hazard could see you and your bike scooting headlong into another problem, that you either didn't foresee or take into account – a response made after evaluating just one or two more escape routes might save your life.

# Videos To Help Learner Drivers Improve Their Motorcycle Awareness

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The DVSA are launching a series of videos that are aimed at increasing a new driver's awareness of motorcyclists – although they aren't included in the theory test!



The DVSA are to include videos in the new driver learning materials that are aimed at increasing a new driver's awareness of motorcyclists. But with the videos not being featured in the theory or practical test – do they go far enough?

The Driver and Vehicle Standards Agency (DVSA) has made the realistic computer-generated (CGI) videos to encourage learner drivers to be more aware of motorcyclists. They've been made with the help of road

safety campaigner and keen biker Ria Brisland.

The videos will become part of DVSA's official learning materials and education products. They will help to improve the safety of motorcyclists, by encouraging learner drivers to be more aware of them when driving although at this time they will not be part of the theory test.

Ria's 19-year-old son, Nick, died in April 2015 after being involved in a collision with a car while riding his motorcycle.

Ria said:

"Getting everyone to be aware of their fellow road users at all times is essential if we are to prevent collisions and the devastating consequences they can have on families.

"These new clips are thought-provoking and will make a difference to the way people look for bikers. They may prove the difference between life and death."

Why the clips are being introduced

In 2017, motorcyclists accounted for 19% of all deaths of Great Britain's roads, despite only making up around 1% of all road traffic.

During the year, 2,656 motorcyclists were involved in accidents resulting from a driver or rider failing to look properly. This was 17% of all accidents involving motorcycles.

Source: Reported road casualties Great Britain, annual report: 2017

It's vital that all drivers know how to spot motorcyclists and other vulnerable road users and take appropriate action. This is particularly important for learners, which is why the clips are being made part of the learning materials.

The new videos show how easily motorcyclists can be missed by road users, resulting in tragic consequences.

Michael Ellis, Road Safety Minister, said:



“Britain’s roads are among the safest in the world, but still far too many vulnerable people are involved in fatal and serious injury collisions each year.

“After reading Ria’s story and her concerns for fellow bikers, I was determined to help her and I am delighted that these clips will now be seen by millions of learners, helping improve road safety.”

Mark Winn, DVSA’s Chief Driving Examiner, said:

“DVSA’s priority is to help everyone through a lifetime of safe driving.

“These important new clips, created with Ria, will aid driver and rider training and protect vulnerable motorcyclists. We’ll be using them in our educational products and on social media to help drivers keep a lookout for motorcyclists.”

The Highway Code section on road users requiring extra care explains what all road users should do to look out for vulnerable road users.

It includes:

Always looking for motorcyclists before you emerge from a junction

When turning right across a line of slow-moving or stationary traffic, looking out for motorcyclists on the inside of the traffic you are crossing

Checking mirrors and blind spots carefully

[www.visordown.com](http://www.visordown.com)

# The Dream

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I bought a motorcycle for a personal dream.

One day when I am very old and when I cannot walk anymore, it will be in my garage as a trophy of my memories.

I met people who taught me something and have the same spirit and I met others that I'm glad I forgot.

I got wet,

I already felt cold,

I already felt heat,

I already felt fear,

I already fell,

I already got up,

I already hurt myself,

But also, I laughed out loud inside the helmet.

I spoke a thousand times with myself.

I sang and shouted with joy like a madman,

And yes ... sometimes I cried.

I have seen wonderful places and lived unforgettable experiences.

I often made curves that even Valentino Rossi would be proud of; other times I made curves full of terror.

I stopped a thousand times to see a landscape.

I spoke with perfect strangers, and I forgot people I see every day.

I went out with my demons inside and returned home with absolute peace in my heart.

I always thought how dangerous it is, knowing that the meaning of courage is to advance even feeling fear.

Every time I get on my bike, I think how wonderful it is.

I stopped talking to those who do not understand, (they just do not understand) and I learned through gestures to communicate with other motorcyclists.

I spent money I did not have, giving up many things, but all these things are not worth even a moment on my bike.

It is not a means of transport or a piece of iron with wheels, it is the lost part of my soul and my spirit.

And when someone says to me: "you have to sell the motorcycle and you have to be a more serious person", I do not answer. I just swing my head and smile.

To ride a motorcycle ..... only the person who loves them understands it.

May God bless my motorcyclist friends, toy of great people!

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## Regular venues

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**Wednesday evenings** from 8pm in the Adelaide Public House, Teddington.

**Saturday mornings** Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

**24/7** We have a Club page and a Training scheme page so please "follow" both and make sure your views are heard.



**FIND IT OUT AS IT HAPPENS:**

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

**Contact:** This document should come out monthly... This document is restricted to club members only where the FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

### Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth

mentioning when you next seek an insurance renewal or similar.

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| <p style="text-align: center;"><b>2019</b></p> <p style="text-align: center;"><b>BMF Discount Code</b></p> <p style="text-align: center;">The Discount Code for members of</p> <p style="text-align: center;"><b>Southern Sporting Motorcycle Club</b></p> <p style="text-align: center;">is</p> <p style="text-align: center;"><b>CLB19FJH</b></p> <p style="text-align: center;">This number may be used by your members to receive discounts on advanced tickets to all BMF Shows/ Rallies</p> <p style="text-align: center;">To receive discounts on insurance, travel and breakdown cover and other BMF Member benefits.</p> <p style="text-align: center;">To ensure your members get the most out of your affiliation to the BMF please circulate this number as soon as possible.</p> |
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## September/ October Events-Not Club runs but may be of interest

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### **Bennetts British Superbike Championship - 6-8 September**

**Oulton Park Circuit, Little Budworth, Tarporley, Cheshire CW6 9BW**

The 9th round of the Championship is at the year's second visit to the Oulton Park International circuit. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Advance Prices: Weekend: Adults £37, Kids 13-15 £22, Kids under 13 free. Raceday (Monday): Adults £28, Kids 13-15 £17, Kids under 13 free. Gate prices will be higher**

<http://www.britishsuperbike.com>

### **Ace Cafe Reunion Weekend - 6-8 September**

**Ace Cafe, Ace Corner, North Circular Road (A406), NW10 7UD**

Three days of Ace Cafe, Ton Up and Rocker heritage starts with Friday night's Continental Run Ride-in followed by Saturday's Cafe Racer & Rockers Ride-Out from the Ace Cafe to Battersea park in the centre of London. The highlight thought, for us at least, is the Brighton Burn-Up (& Ride with the Rockers) down to the seafront in Brighton. And may we once again remind you, please, no laughing at the scooterists.

**Price: Free**

<http://www.acecafeevents.com/reunion.html>

### **Essex Air Ambulance Motorcycle Run & Harwich Family Festival - 8 September (Tbc)**

**Starts at Dunton Technical Centre**

This event is our biggest fundraising event of the year. Over 4,000 motorcyclists joined us on the 60-mile ride from Ford Dunton in Laindon to Harwich, where our free family festival kicked off. Attractions include; Auction, motorcycle display stands, craft and community stands, children's activities, food and refreshments and much more.

**Prices: Free**

<http://www.essexairambulance.uk.com/news-events/charity-events.aspx>

### **Nifty Fifty Endurance Moped Championship Round 4 - 14 September**

**Route 34 Motocross Park, Down Farm Lane, Winchester, Hants. SO22 6RG**

This is the finale! Teams raise funds for their favourite charitable organisations. Each team can consist of up to four riders who aim to complete as many laps as they can around a specially prepared Motocross track for 5hrs. Each team are using mopeds and scooters which have engines of up to 90cc's! These events push the limits of man and machine!

**Prices: Four-man team entry £110, spectators free**

<http://niftyfiftyendurance.com/>

### **Kempton Motorcycle Jumble - 14 September**

**Kempton Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, TW16 5AQ**

A trove of motorcycle treasure, from parts to tools, clothing and bikes for sale. At least 250 indoor and outdoor stalls feature parts and services from specialists, so you can get a petrol tank hand painted, a digital speedo for your new wave retro build or the latest cleaning materials. Club displays normally often place in the large indoor hall.

**Prices: Adults £7 (£10 early bird before 7.45am), Kids under 15 free**

<https://www.kemptonparkautojumble.co.uk/kempton-bike-jumble.html>

### **Motorbike Women South Rally - 14-16 September (Event And Date TBC)**

**Lower Lode Inn, Forthampton, Gloucestershire, GL19 4RE**

A rally for female motorbike enthusiasts only.

It doesn't matter what type of motorbike, trike or scooter you ride, as long as you love them, are female and are a part of the Motorbike Women group. This first Motorbike Women North Rally aims to bring like-minded women riders together to have fun, talk motorbikes, encourage and support each other and raise some money for two great charities.

**Prices: £25 in advance**

<http://www.motorbikewomen.com/SouthRally.html>

### **Nailsea Bike Show - 21-22 September**

**Ring O'Bells, 4 St Mary's Grove, Nailsea, Bristol, BS48 4NQ**

Now in its 10th year, the 'International Nailsea Bike Show' hosts a wide variety of motorcycles from modern day to classics from many countries and manufacturers. There will be a competition for the best bike in show and also the annual 'Cecil Keel Award' for the best classic British bike. There's a full programme of events on both the Sat and Sun with lots to see and do, including a full line up of great music, plenty to eat and drink and a variety of stalls and other exhibits.

**Prices: Free to attend, please make a donation when you see a collection point**

<https://nailseabikers.org.uk/>

### **MCN Ally Pally Show & Supersprint (Event And Date TBC) - 21-22 September**

**Alexandra Palace, London**

After a 13-year break, MCN will be returning to Alexandra Palace in 2018 with a brand-new show that has a very special twist – the world's only indoor Supersprint! Home of the original MCN London Show, Ally Pally is a one-of-a-kind venue and the cathedral-like main hall will once again reverberate to the sights, sounds and smells of race bikes as they thunder towards the

famous rose window. When you're not watching the Supersprint there'll be dealer stands, retailers selling everything from kit to spare parts and some top-notch food and drink.

At the time of compiling this month's calendar this event had not been confirmed. Please check the organiser's website link below.

**Prices: Adult day ticket £17 (kids 15 and under go free)**

<http://www.mcnallypallyshow.co.uk/>

### **Classic Snetterton Race Of The Year - 28-29 September**

**Snetterton Circuit, Heath Road, Norwich, Norfolk, NR16 2JU**

The 7th and final round in the 2019 CRMC calendar, the Classic Racing Motorcycle Club's race weekends are a great way to watch motorsport close up in a friendly atmosphere. This being the final round, titles could be decided so expect fiercely competitive action on the Snetterton 200 circuit. Spectators are free to wander around the race paddock and get up close to the competitors and their wonderful classic race bikes. Each event also features a parade lap. Prices were not confirmed at the time of writing so please check the website below closer to the event.

**Prices: Gate admission £10-15**

<https://snetterton.msv.com/Calendar>

### **Distinguished Gentleman's Ride 2019 - 29 September**

**London, Wales, Belfast**

The DGR, as it has become known, is a global event raising money for the Movember Foundation's work on men's health. The idea is to put on some fancy rags and ride your vintage, neo-classic or retro custom bike around town, get noticed and raise some awareness for prostate cancer and men's mental health issues. First held in London there are now multiple rides including three in Wales alone last year, along with global rides from Sydney to Shanghai.

**Free to enter, but raise some cash to donate to Movember**

<https://www.gentlemansride.com/>



### **Bennetts British Superbike Championship - 4-5 October**

### **Donington Park Circuit, Castle Donington, Derby, DE74 2RP**

The penultimate round of the 2019 championship. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Prices: Weekend: Adults £37, Kids under 13 free. Raceday: Adults £28 (advance, Gate: £34), Kids under 13 free. Teens and OAP concessions available.**

<http://www.britishsuperbike.com/>

### **Ride To The Wall - 5 October**

**Multiple start points. See website**

Ride To The Wall is a unique motorcycling fundraising ride with a dedicated service of remembrance that provides an opportunity for all motorcyclists to ride as an organised group to the National Memorial Arboretum in Staffordshire to pay their respects and recognise the sacrifice made by the 16,000+ service men and women whose names are engraved on The Wall of the Armed Forces Memorial.

**Prices: Voluntary donation**

<http://www.ridetothewall.org.uk/>

### **Bike Shed Festival - 5-6 October**

**Lydden Hill Circuit, Dumbrill Hill, Canterbury, Kent, CT4 6ET**

Building on last year's hugely successful inaugural Cafe Racer Cup day, the Bike Shed crew take the event up a notch to create a whole weekend of fun. Unlike the shows that display beautiful bikes on trendy plinths, the Bike Shed Festival celebrates bikes on the move – classics and retro-style customs on track and on the dirt. Weekend camping opens the day before the festival on Friday 4th.

**Prices: Early bird weekend tickets from £20.99, early bird camping from £45.99**

<http://bikeshedfestival.com/>

### **Shuttleworth Race Day - 6 October**

**Shuttleworth Museum, Old Warden Aerodrome, Hill Lane, Biggleswade, SG18 9EP**

Our season finale is a fast-paced day celebrating Richard's Shuttleworth's passion for racing, veteran cars, and vintage aviation!

The smell of oil and the roar of engines will bring to Shuttleworth the excitement of mock air races and the Shuttleworth Sprint, along with vintage aircraft flying displays, live music, period paddock and exhibits, visiting car and motorcycle clubs, and fun activities to keep our younger visitors entertained.

The Shuttleworth Sprint is a 'classic' sprint course along a grass runway. It's purely fun, non-competitive or timed and no racing licences are required, though some of the world's finest veteran and vintage race cars and motorcycles will be taking part! Entry applications are welcome from pre-1939 vehicles. Visiting car and motorcycle clubs are welcome.

<http://www.shuttleworth.org/events/raceday>

### **Ride Of Respect Birmingham - 12 October (Date Tbc)**

**Boring Old Fartz MCC Clubhouse, Birmingham & Solihull Rugby Club, Foreshaw Heath Lane, Portway, B94 5LH**

Birmingham now has its own Ride of Respect, joining London and Manchester's own Ring of Red respect rides. This ride, the first in the Midlands, is nearly a month earlier than the other rides but it shares the same aims – to mark the contribution our servicemen and servicewomen have made and to assist via charitable donations homeless former members of the UK's armed services.

**Suggested donation: £3 per bike/trike/combo**

<http://rideofrespectbrum.co.uk/>

### **Bennetts British Superbike Championship - 18-20 October**

**Brands Hatch Circuit, Fawkham, Longfield, Kent DA3 8NG**

The final round of the Championship is on the Brands Hatch GP circuit. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Advance Prices: Weekend: Adults £38, Kids 13-15 £22, Kids under 13 free. Raceday: Adults £28, Kids 13-15 £17, Kids under 13 free. Gate prices will be higher**

<http://www.britishsuperbike.com>

### **Kempton Motorcycle Jumble - 26 October**

**Kempton Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, TW16 5AQ**

A trove of motorcycle treasure, from parts to tools, clothing and bikes for sale. At least 250 indoor and outdoor stalls feature parts and services from specialists, so you can get a petrol tank hand painted, a digital speedo for your new wave retro build or the latest cleaning materials. Club displays normally often place in the large indoor hall.

**Prices: Adults £7 (£10 early bird before 7.45am), Kids under 15 free**

<https://www.kemptonparkautojumble.co.uk/kempton-bike-jumble.html>

### **Weymouth Beach Race - 27 October**

**Weymouth Beach, Dorset**

Weymouth Beach Motocross Weekend is the original and the best beach motorsport event in Weymouth. We've been going 20 years and we pride ourselves in providing free entertainment to residents and visitors alike while raising money for local good causes.

We try and introduce new features and build the event up every year. So come along and enjoy the free show, spend a little money at the stalls on the Esplanade –selling everything from specialist motocross kit to hot food, cockles, bakery goods, sweets, fudge etc. We also have a range of children's rides and attractions to keep the whole family busy.

**Free for spectators.**

<https://www.amca.uk.com/beach-racing/weymouth-beach-race>

### **South Of England Classic Motorcycle Show - 27 October**

**Ardingly, W. Sussex RH17 6TL**

Last year saw Jim Redman welcomed to a display of some of his iconic bikes, including the RC181 rep and Manx Nortons. No confirmation of the line-up as yet, but expect another recognisable name, plus an impressive display of Veteran, Vintage and Classic bikes, auto jumble, stalls and more.

**Prices: Adults £6, Kids under 16 free**

<http://www.elkpromotions.co.uk>

## Breaktime Answers:

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What is it?



**Puzzle: 17**

As I had given a hint that it's an optical illusion you need to put some efforts to see the extra circles.

The easy way to see the circles is just stare or concentrate on the black dot in the middle and you will be able to see 16 more circles hidden in the picture.

so in all there are 17 circles.

**Lateral Thinking:**

Neither. When they meet, they will be in the same spot.